

# The Hongkong Telegraph.

(ESTABLISHED 1861)

NEW SERIES No. 5678

號九十月二十年三十三緒光

WEDNESDAY, JANUARY 22, 1908.

三拜禮 號二十二月正英曆

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 15,550,000

#### Branches and Agencies.

TOKIO. CHEFOO.  
KOBE. TIENSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWOHANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
HAWAII. TIE-LING.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

#### Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per annum on the Daily Balance.

On fixed deposit—

For 12 months ..... 5% p.a.

" 6 " ..... 4% " "

" 3 " ..... 3% " "

TAKKO TAKAMIOHI,

Manager.  
Hongkong, 31st October, 1907. [23]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES  
IN CHINA, THE PHILIPPINE ISLANDS AND  
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP ..... GOLD \$3,450,000

RESERVE FUND ..... ABOUT MEX \$5,000,000

RESERVE FUND ..... GOLD \$3,450,000

RESERVE FUND ..... ABOUT MEX \$5,000,000

#### HEAD OFFICE:

60 WALL STREET, NEW YORK.

#### LONDON OFFICE:

THREADEWELL HOUSE, E.C.

#### LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description

of Banking and Exchange Business, receives

Money in Current Account at the rate of 2% per annum

on daily balances and accepts Fixed Deposits at the following rates—

For 12 months 4% per cent. per annum.

" 6 " 3% " "

" 3 " 2% " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 26th July, 1907. [25]

### THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,200,000

RESERVE FUND ..... £1,475,000

RESERVE LIABILITIES OF PROPR-

ETORS ..... £1,200,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.

" 6 " 3% " "

" 3 " 2% " "

JOHN ARMSTRONG,

Manager.

Hongkong, 6th January, 1908. [29]

### NEDERLANDSCH-INDISCHE

HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (1,250,000).

Subscribed Capital Fl. 10,000,000 (800,000).

Reserve Fund ..... Fl. 2,112,570.36 (176,048).

#### Head Office—AMSTERDAM.

Sub-Office—THE HAGUE.

Head Agency—BATAVIA.

BRANCHES—At Singapore, Soerabaya, Sama-

rang, Indramajoo, Bandoeng and Weltev-

reden.

CORRESPONDENTS—At Cheribon, Tegal, Peca-

longan, Macassar, Pontianak, Padang,

Medan, Penang, Rangoon, Calcutta, Bom-

bay, Madras, Colombo, Karachi, Djeddah,

Bangkok, Saigon, Shanghai, &c.

#### BANKERS:

London: The Williams Deacons Bank, Ltd.

Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienne: Union Bank.

Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives

for collection Bills of Exchange, issues

Letters of Credit payable in all important places

of the world and transacts every description of

Banking and Exchange business.

On Current Accounts at the rate of 2% per

annum on the daily balances.

On Fixed Deposits for 12 months 4% per annum.

" 6 " 3% " "

" 3 " 2% " "

J. BOETJE,

Manager.

16, Des Vaux Road Central,

Hongkong, 21st June, 1907. [27]

## Banks.

### HONGKONG AND SHANGHAI

BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUNDS:—

Sterling ..... £1,000,000 at 2/—=\$10,000,000

Silver ..... \$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

#### COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

G. Friesland, Esq., E. Shilling, Esq.

A. Fuchs, Esq., B. Shaw, Esq.

C. R. Goetz, Esq., H. A. W. Slade, Esq.

C. R. Leuninger, Esq., H. E. Tomkins, Esq.

A. J. Raymond, Esq.

#### CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

#### MANAGER:

Hongkong—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY

BANKING CORPORATION, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per annum on the daily balance.

#### ON FIXED DEPOSITS:

For 12 months, 2 1/2 per Cent. per annum.

For 6 months, 2 per Cent. per annum.

For 3 months, 1 1/2 per Cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 16th January, 1908. [24]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [28]

### DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische

Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne Frankfurt

am Main

Jacob S. H. Stern

Vorddeutsche Bank in Hamburg, Hamburg

Sal. Oppenheim jr. & Co., Koeln.

Hayerische Hypotheken und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

earned on application. Every description of

Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. [30]

### NEDERLANDSCHE HANDEL-

MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (3,750,000).

RESERVE FUND Fl. 5,378,375

(about £440,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Samang, Sourabaya, Cheribon,

Tegal, Pecalongan, Paseroean, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Radja (Acheen), Bandjermeras.

Correspondents at Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

letters of credit on the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 3% do.

Do. 3 do. 2 1/2% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 18th November, 1907. [26]

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR	STRAMENS	TO SAIL ON	REMARKS
SHANGHAI	PENINSULAR	About 24th Jan.	and
	Capt. W. B. Palmer, R.N.M.		Passage
LONDON, &c., via usual Ports	ARCADIA	25th Jan.	See Special
of Call	Capt. A. L. Valentini		Advertisement
SHANGHAI, MOJI, KOBE &	SOCOTRA	About 29th Jan.	Freight only.
YOKOHAMA	Capt. W. R. Hickey		
LONDON and ANTWERP	SUNDA	About 29th Jan.	Freight and
	Capt. G. M. Montford, R.N.M.		Passage.
SHANGHAI, MOJI, KOBE & NUBIA		About 2nd Feb.	Freight and
YOKOHAMA	Capt. F. J. Fox, R.N.M.		Passage.

or Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 17th January, 1908

## Intimations.

### LANE, CRAWFORD & CO.

## STOCK TAKING SALE

Jan. 27th to 31st inclusive.

COSTUMES, HATS, SKIRTS,  
BOAS, FURS, HOSIERY, ETC.

At Lowest Prices to Clear.

LANE, CRAWFORD & CO.

Telephone 97.

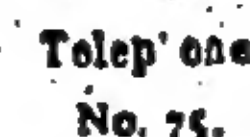
## GUINNESS'S STOUT

AND

## BASS PALE ALE.

"HORSEHEAD" BRAND.

IN QUARTS, PINTS, AND SPLITS.



Tele' one

No. 75.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

Hongkong, 2nd December, 1907. [140]

## CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout American).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of  
all other Brands.

Served in all Clubs and First-class Hotels,  
and obtainable at all Wine Merchants in the  
Colony, and from Shewan, Tomes & Co., sole  
agents.

## Motel.

VICTORIA HOTEL, MACAO HOTEL,  
(TELEGRAMS—VICTORIA—SHAMEN),  
(TELEGRAMS—FARMER—MACAO)  
SHAMEN, CANTON,  
ON THE BRITISH CONCESSION,  
H. HAYNES,  
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED  
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND  
TOURISTS

W. B. FARMER, Proprietor.

## Shipping—Steamers

### HONGKONG, CANTON, MACAO

AND

## WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,360 Tons,

"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 T



## Shipping—Steamers.

## NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG. "ZITEN" Capt. F. Frisch WEDNESDAY, Noon, 29th Jan., 1908.

SHANGHAI, NAGASAKI, KOBE "KLEIST" Capt. Rud Meyer About WEDNESDAY, 29th Jan., 1908.

MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE. "PRINZ WALDEMAR" Capt. W. von Seiden THURSDAY, Noon, 30th Jan., 1908.

YOKOHAMA and KOBE "PRINZ SIGISMUND" Capt. L. Lenz About FRIDAY, 7th Feb., 1908.

KUDAT and SANDAKAN "BORNEO" Capt. F. Sembill Middle of February.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 16th January, 1908

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD &amp; SWIRE,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Sundays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. R. Pasquet & Co. For further particulars, please apply to—

BARRETTO &amp; CO., Agents.

Hongkong, 5th April, 1907.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA	Second half Jan.	JAPAN	Second half Jan.
TJIBODAS.	JAPAN	First half Feb.	JAVA PORTS	First half Feb.
TJILATJAP.	JAPAN	First half Feb.	JAVA PORTS	First half Feb.
TJIPANAS.	JAVA	Second half Feb.	JAPAN	Second half Feb.
TJIKINI.	JAVA	Second half Feb.	JAPAN	Second half Feb.
TJIMAH.	JAVA	Second half Feb.	JAPAN	Second half Feb.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to—

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.  
YORK BUILDINGS, 1st floor,  
Hongkong, 20th January, 1908.

## Dentistry.

TSHIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUER STREET.

REASONABLE FEE.

Consult for Free.

Hongkong, 10th Jan., 1908.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

35, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1908.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 108, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Sentz,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

## IMPERIAL BREWING COMPANY, LIMITED.

## PURE CREAM BEER.

For samples and prices please apply to

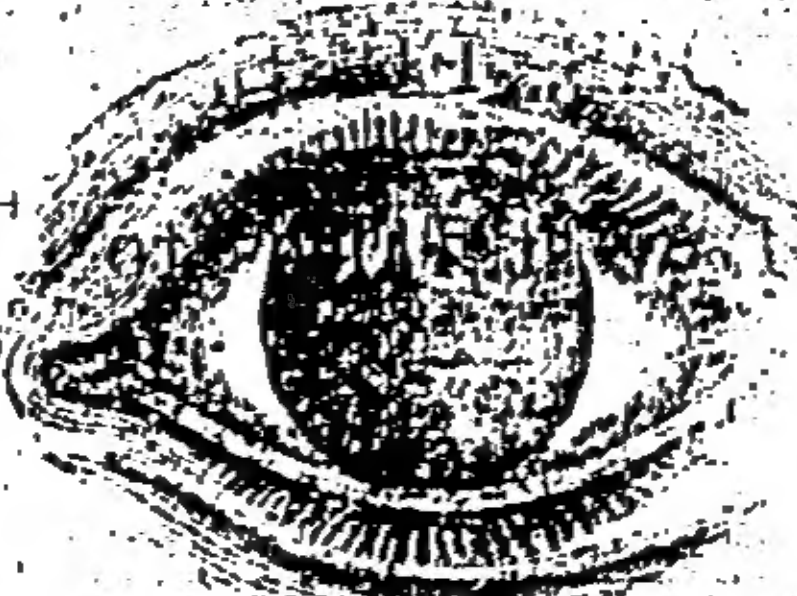
## WINE GROWERS SUPPLY CO.

BARRETTO &amp; CO.,

General Agents.

Hongkong, 22nd October, 1907.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
LONDON, CALCUTTA, SHANGHAI,  
11, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.  
Hongkong, 27th November, 1907.

## Hotels.

## CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL,  
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.  
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER &amp; AGENT.

## KOWLOON HOTEL, HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation.  
The only First-class Hotel in Kowloon.  
Most Charming and Popular Resort in the Colony.  
Electric Lights, Fans and Call Bells.  
Bath Rooms attached to Each Room.

Telegraphic Address:  
"CHEY" HONGKONG.  
Telephone No. 74.

Unrivalled for Comfort and Cuisine.  
Thoroughly Up to Date with Every Modern Luxury.  
Billiards and Bowling Allevies.  
Modern Terms and No Extras.  
Modern Management.

O. E. OWEN,  
Proprietor.

## HOTEL CRAIGIEBURN,

PUNKEE GAP, THE PEAK, NEAR THE TRAM TERMINUS, TEL. 56.

For Terms, &amp;c., apply to—

MANAGER.

## A ROYAL FRESHET.

VALUABLE GIFT TO QUEEN ALEXANDRA.

A Vancouver dispatch dated December 11th says:—Chow Chow is a guest at the Hotel Vancouver. He is not an Oriental diplomat out here to investigate labour conditions. "Dog, all dog," best describes the visitor. He is a thoroughbred Chinese dog with an almost pedigree a thousand years old. Chow Chow is the Christmas gift of the Dowager Empress of China to her Majesty, Queen Alexandra, the spouse of King Edward.

He arrived here yesterday in charge of Capt. Hamer, of the Indian army, who crossed the Pacific on the Empress liner. Capt. Hamer was especially commissioned by the British Ambassador to China to see that the dog was delivered in person at the Royal kennels at Sandringham, one of the King's country residences.

The noble canine—for such he is—belongs to the Chow Chow class of dogs, whose breeding is restricted to royalty and the mandarins. To obtain a perfect specimen the all-powerful Dowager sent her commands all over the empire. Of a hundred of the breed collected was the one which is now in Vancouver, because he was considered by experts to possess the highest points. Chow Chow occupies the finest quarters in the baggage room of the hotel. He seems to have a sense of his innate superiority and disdainfully sniffs the air at the approach of visitors.

The dog was obtained in a remote province on the borders of Tibet. This means promotion and emoluments to the lucky governor. Chow Chow is only 14 months old. He has characteristics which will make him famous in England. In appearance he is not unlike a small-sized "husky" dog. His hair is of a fox red with a mane just beginning to grow, but which at maturity will be quite lionlike. But his greatest peculiarity is his tongue. It is of a coat black colour, the under surface being a deep purple. The markings of his tongue tell the story of his royal pedigree, likewise the white hair on his under jaw and throat. Dogs of this type are famous for their fighting qualities. Captain Hamer says they make mincemeat of a prize bulldog or bull terrier, but he does not intend to make any experiments.

Chow Chow made a great disturbance after landing at the wharf yesterday. He e-pied two curs, and before the porter realised what had happened the Chinese dog dragged him ten feet before nipping the other dog, which yelpingly took to their heels. Captain Hamer restored order.

He received his commission to look after Chow Chow a few weeks ago when passing through Peking en route to England. Queen Alexandra is a famous dog fancier. She has large kennels and is credited with knowing every dog by name.

## CONSUMPTION IN CHICAGO.

Chicago, Dec. 16.

The great white plague, which causes more than 3,500 deaths in Chicago every year, is to be attacked in a new and for this city novel campaign.

Special departments for tuberculosis were opened to-day at the free dispensaries conducted by the Rush, North-western, Polyclinic and Hahnemann medical schools, the College of Physicians and Surgeons and United Hebrew Charities Dispensary.

The medical institutions were interested as a result of the activity of the Chicago Tuberculosis Institute.

The institute has been in existence for three years, and during that period its work has been directed chiefly along educational lines. The alarming increase in the death rate from consumption in this city, which was 2.5 more last year than it was the previous year—due, according to Health Commissioner Evans, mainly to the lack of ventilation in dwellings—has caused the institute to adopt more vigorous methods in combating the disease.

The unfortunate victim of tuberculosis, no matter how poor he may be and regardless of the stage of the disease, will receive valuable advice regarding the out-of-door treatment, and diet and exercise and medicine when it is needed.

Physicians specially qualified to diagnose and treat tuberculosis have volunteered their services. The plan has the enthusiastic support of the medical profession, including the commissioner of health.

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.

NIGHT CARS.  
8.45 p.m. and 9 p.m. ... Every 15 minutes.  
9.45 p.m. to 11.15 p.m. ... every half hour.

## SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.  
9.30 a.m. to 10.45 a.m. ... Every 15 minutes.  
10.45 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.45 a.m. to 12.00 noon ... Every 15 minutes.  
12.00 noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.  
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.  
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.  
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.

NIGHT CARS on Week Days.  
SATURDAYS.  
Extra cars at 5.15 p.m., 7.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON FRIDAY, the 24th January, 1908, at 12 o'clock, at their Sales Rooms, No. 8, Des Voeux Road, corner of the House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE, Comprising—

Double and Single IRON BEDSTADS and MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, OVERMANTLES with BEVELLED GLASS, SIDEBOARD and DINNER WAGGONS with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, Double TEAKWOOD WARDROBES with BEVELLED GLASS, TAPESTRY COVERED DRAWING ROOM SUITE, GLASS CROCKERY and E.P. WARE, CARPETS, COOKING STOVE and UTENSILS, &c., &c., &c.

Catalogues will be issued. TERMS—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 21st January, 1908. [149]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON SATURDAY, the 25th January, 1908, at 12 o'clock Noon, at No. 7, Pedder's Hill,

THE WHOLE OF THE VALUABLE SUNDRY HOUSEHOLD FURNITURE, THEREIN CONTAINED, Comprising—

SILK and PLUSH COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTLES with BEVELLED GLASS, CANTON CARVED BLACKWOOD WARE, BRONZE BUSTS, ENGRAVINGS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MARBLE-TOP SIDEBOARD, with BEVELLED GLASS, DINNER WAGGONS, GLASS CROCKERY and E.P. WARE, Double and Single WARDROBES with BEVELLED GLASS, MARBLE-TOP BUREAU with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, ELECTRIC FANS and CHANDELIER, &c., &c., &c.

A number of SILVER CANDLESTICKS, TRAYS, FLOWER HOLDERS, ORNAMENTS, COMBINATION IRON SAFE, AND

One POLYPHON-CONCERTO and One SEMI-GRAND PIANO by Steinway & Sons, New York and Hamburg, with extra 3-Key Notes, and Pianola to match (all in First Class Order and Condition).

Catalogues will be issued. TERMS—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 16th January, 1908. [153]

## PUBLIC WORKS DEPARTMENT.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 27th day of January, 1908, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, on the South of and adjoining Island Lot 1568, Conduit Road, in the Colony of Hongkong, for a term of 75 years, commencing from 10th October, 1890, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Area in Acres.	Area in Square Feet.	Area in Square Yards.	Area in Square Meters.
1568	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1569	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1570	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1571	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1572	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1573	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1574	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1575	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1576	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1577	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1578	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1579	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1580	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1581	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1582	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1583	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1584	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1585	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1586	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1587	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1588	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1589	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1590	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1591	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1592	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1593	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1594	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1595	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1596	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1597	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1598	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1599	100 feet by 100 feet.	2.30	10,000	1,196	10,000
1600	100 feet by 100 feet.	2.30	10,000	1,196	10,000

Hongkong, 20th January, 1908. [148]

## Intimations.

## RACE BOOKS, 1908.

FOR SALE. PRICES:

LEATHER COVERED ..... \$2.00 each.  
CLOTH COVERED ..... 1.75 ..  
PAPER COVERS ..... 50 ..  
May be had from—

NORONHA & CO.,  
Printers to the Hongkong Jockey Club.  
KELLY & WALSH, LD.,  
W. BREWER & CO.  
Hongkong, 18th January, 1908. [139]

## F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.  
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR—  
HARTMANN'S RAFFIN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

SOLE AGENTS FOR—  
FERGUSON'S SPECIAL CREAM and  
P. & O. SPECIAL LIQUOR, SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.  
Hongkong, 18th Jan., 1908.







## LITERATURE.

A. S. WATSON & CO.,  
LIMITED.

THE GREAT  
POPULARITY

or  
Watson's

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

HAS BEEN ATTAINED BY ITS

CONSISTENT EXCELLENCE

or  
QUALITY.

IT IS A

PURE MALT WHISKY

or

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$16.50

A. S. WATSON & CO.,  
LIMITED,  
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS,  
HONGKONG, 3rd January, 1908.

**X MADAME!**  
**MARK THIS!!**  
**BARGAINS!!!**

Our Winter  
CHEAP SALE  
STYLISH & SMART GOODS.

FOR

**11 Days Only**  
BEGINNING  
ON 20TH JANUARY.

The whole of our Winter  
Stock to be cleared at  
25% off original prices.

Ladies' Costumes, Coats,  
Mackintoshes, Hats,  
Furs, Blouses, &c.

Children's Tailor, Cos-  
tumes, Reefer Coats,  
&c., &c.

FOR 11 DAYS ONLY.

MADAME FLINT,

MANAGER.

"THE CITY OF PARIS."

No. 2, FEDDER STREET.

Hongkong, 18th January, 1908.

**MARRIAGE.** D. PROCTOR,  
I.M.C. to MARGARET BUCKELL, daughter  
of the late William Buckell, of Philadelphia,  
U.S.A.

**DEATH.**  
On January 17, 1908, at Shanghai, Dr.  
Katsuyama.

**The Hongkong Telegraph**

HONGKONG, WEDNESDAY, JANUARY 22, 1908.

**THE LEADING PACIFIC PORT.**

Few who have not been watching the growth of Kobe as a shipping centre are likely to realise the progress that port has been making within the past few years. Mr. Consul Bonar's report on the trade of Kobe and district, which includes Osaka and seven other special open ports, in 1906 furnishes a very clear conception of what may be expected of Kobe in the future, provided the advances as a port at the same rate as that which has attended her trade during the present decade. In fact the Consul holds that the Japanese Government and the Japanese commercial world have excellent grounds for believing that Kobe is destined to become the leading port of the Pacific. In support of this view the writer remarks that the foreign trade of the district amounted in 1905 to 48 per cent. of the total, or £40,636,863 out of £85,000,000 for the whole of Japan. But for purposes of comparison it may not be out of place to consider what its position is in relation to the foreign trade of other countries. Taking the year 1905 (the last available returns), when the trade in China had exceeded that of any previous year, being £101,500,000, the trade of the Kobe Consular district for the same period was over £40,000,000, being thus equal to two-fifths of that of the whole of China. The ports of Kobe and Osaka combined have in fact a larger foreign trade than all the treaty ports of China combined, Shanghai excepted. In imports and exports from and to the United Kingdom alone, the trade of Kobe and Osaka combined was equivalent in 1905 to 27 per cent. of the United Kingdom's import and export trade with the Empire of China. But it is in the shipping returns that the report affords the most noteworthy indication of the development that is being made by the go-ahead port in the North. In the year under review 2,768 vessels entered, the tonnage being 5,528,135, and that did not include the coastwise trade. The most striking feature was the increase in Japanese vessels and tonnage, which totalled 3,020 vessels of 3,874,231 tons, or practically 30 per cent. of the total tonnage. The increase, in a great measure, was due to the resumption by Japanese vessels of trade routes abandoned during the war, and, to a certain extent, to an expansion directly resulting from the war, and caused by the purchase and capture of ships. The increase in Japanese shipping accounts for the decrease in shipping under the British, German, and Norwegian flags experienced in the year under review. Japanese vessels replacing those of the countries which had supplied vessels to take the place of the Japanese ships temporarily withdrawn. But, after allowing for tonnage so replaced, there is still an increase in Japanese shipping of some 650,000 tons in 1906 over 1903, the year before the war. The Consul rightly refuses to accept the comparison of the trade in 1906 with that of 1904 as a true criterion of the position, holding the latter to cover an abnormal period. As might have been expected, Japanese shipping has increased in far greater proportion since 1903 than that under foreign flags. Nevertheless, says the Consul, it is satisfactory to observe that British shipping shows an increase of over 250,000 tons in 1,455,000 tons in 1903, or 17 per cent.; Germany has added 175,000 tons, or 40 per cent.; Norway, 15,771 tons, or nearly 28 per cent.; France, 79,442 tons, or 56 per cent.; and the United States, 338,379 tons, or 104 per cent., since the same year. The table tends to remove the unsatisfactory impression which at a first glance one obtains of the position of British shipping as recorded in the consular returns, which shows a marked decline during the last three years; 634 ships of 1,768,542 tons were entered in 1906 as compared with 922 ships of 2,293,733 tons entered in 1905, the figures for the former year being also less than those for 1904. Judging, however, from the customs returns, it is satisfactory to note that there was in reality an increase from 1,454,843 tons in 1903 to 1,709,957 tons in 1906, after reaching 1,807,711 tons in 1905. Thus while the employment of British tonnage, so far as Kobe is concerned, showed less activity in 1906, actual trade by means of British ships seems to have increased. It would be futile, however, to ignore the extent to which Japanese shipping has "cut in" and is preparing to oust foreign shipping. Mr. Bonar's remark regarding the "cutting in" propensities of the Japanese shipping companies cannot be ignored although, of course, it is possible to make too much of them. The British share of the imports and exports at Kobe continued to show practically the same average in 1906 as in

1905, the figures being 40 per cent. of the total in the former year as against 41 in the latter, while the direct trade with the United Kingdom was 17 and 16 per cent. respectively. Referring to the trade which has grown up in consequence of the operations of the Siberian railway, it is noted that Vladivostok has shown a large demand for cheap, ready-made, European-style clothing made in Osaka. Whether the United States has any chance of appropriating a share of this trade is not mentioned, which would seem to suggest that the Consul holds the opinion that Osaka is likely to provide all that is required by the moujiks for some years to come. The point of the report, however, is the probability of Kobe's pre-eminence as the leading Japanese port on the Pacific—although that is not how the Consul puts it, Mr. Bonar simply speaking of the fact that "Kobe is destined to be the leading port on the Pacific." In any event the merchants of Kobe, both foreign and native, may be congratulated on the result of their exertions to build up the trade of the port and, if all predictions come true, it is to be hoped that they will be the first to benefit by Kobe's prosperity.

## LOCAL AND GENERAL.

The French Press expresses the opinion that Japan has over-reached herself in her desire for militarism.

Mr. Cortelyou, Secretary of the U.S. Treasury, denies the report that he has accepted the presidency of the Knickerbocker Trust Company.

JAPANESE merchants at Tairen have resolved to establish a Chamber of Commerce. The reconstruction of the Seoul-Wiju Railway is nearing completion and the line will be open to freight and passenger traffic under civil management from April 1.

THE list of the vessels attached to the West River flotilla are returning to port. H.M. sloop *Clio* came down from Canton yesterday and was followed later in the evening by L.P.S. *C. 26*. The sloop *Cadmus* and the gunboat *Robin* are the only two now left at Canton.

It is reported from Peking that the Peiyang authorities intended to issue bonds for a domestic loan of Tls. 4,800,000, and that the Tientsin Territorial 'Na'vi will be appointed to undertake the matter. Nothing is said as to the application of the proposed loan.

In response to a telegraphic dispatch from the Chinese Chargé d'Affaires in Washington asking for the stoppage of the emigration of Chinese (Cantonese) labourers into Brazil, the Waiwup has instructed Viceroy Chang Jen-chun of Canton to take steps to prevent labourers from going abroad.

THE trial of the four men, who are charged with conspiring to defraud the Po Sang Bank of \$500, and also with attempting to defraud the court of law in conspiring to secure a judgment at the Supreme Court for themselves, against the Po Sang Bank, as previously reported in these columns, began at the Criminal Sessions this morning.

THE annual report of the Hongkong Land Investment and Agency Co., Ltd., for 1907, has been issued. The net profit for last year, including \$56,218.38 balance brought forward from last account, after paying all charges, amounted to \$400,941.43. From this amount an interim dividend of \$3 per share has already been paid. It is now proposed to pay a final dividend of \$3.50 per share, and after writing off directors' and auditors' fees there remains a balance of \$56,915.17 to be carried forward to the credit of a new profit and loss account.

## Telegrams.

[Reuter's.]

**The Port Arthur Trial in Russia.**

London, 20th January.

At the Port Arthur trial, there were marked bitter recriminations between General Stoessel and Smirnov.

The latter declared that General Stoessel did not participate in the fighting of the defence, but merely issued typical orders and nouncing decorations, also that he usurped General Smirnov's position in regard to the order to capitulate.

**Lord Curzon.**

Lord Curzon has been elected as

**St. Henry Campbell-Bannerman.**  
Sir Henry Campbell-Bannerman has arrived in London.

**The Rules of the United States.**

The police in Rio de Janeiro have discovered a plot by anarchists to destroy a portion of the United States squadron.

The Times, discussing the differences between China and Japan, emphasizes the astuteness of the former in inducing others to pick the chestnuts out of the fire; China would have no standing whatever in Manchuria, but for the efforts of Japan. In a like manner China is not standing in Tibet until the British expedition, and is now making difficulties because she is not treated with a deference to which she was never entitled. More respect for the achievement of others in her interests, and a more careful observation of her own engagement would make China's complaints more worthy of attention.

## HONGKONG DOCKS.

## AWARDED NEW CONTRACT.

BY PORTUGUESE GOVERNMENT.

For some time past our columns have contained, at regular intervals, the exclusive announcement of awards secured by the Hongkong and Whampoa Dock Co., Ltd., for the construction of new vessels for private firms. More recently we reported the negotiations with Admiral Li Chun for the building of a few light-draft cruisers for the West River Patrol Service, and we are to-day in a position to state authoritatively and definitely that Mr. Robt. Mitchell, the chief manager of the Dock Co., has brought to a successful issue the negotiations for a steam-tender for the Portuguese Government.

For some time past correspondence had been carried on between the Dock Co. and the Portuguese Consulate General in Hongkong in reference to an inquiry by the Timor Government at Dilly for a steam-tender to replace the old *Dilly* built at the Knowlton shipyard many years ago. A tender was submitted which had to be referred to the home Government in Lisbon. Approval of the specifications has now been received by Comendador A. G. Romão, Portuguese Consul-General, and we understand that the contract for the building of a new *Dilly* has been awarded to the Hongkong Dock Co. The vessel is to be of the following dimensions:—Length, 112 ft. between perpendiculars; extreme breadth 18 ft. 6 in., and depth of hold 9 ft. She will be built of teak. The contract price is about \$36,000. Mr. J. J. Leiria, Vice-Consul, proceeds to Macao to-morrow to confer with the harbour-master there, Capt. Dinco de Sa, as to certain details of the specification. On his return it is expected that an early start will be made with the building of the tender.

With the order from the American Government now completing at Hongkong, and the award of this new contract by the Portuguese, besides the prospective cruisers for the Provincial authorities at Canton, it cannot be said that the Hongkong Dock Co. does not enjoy a fair share of patronage from the foreign Governments. All the more credit to one of the leading industries of the Colony.

## WEST RIVER PATROL.

CHINESE ARRANGEMENTS.

Wuchow, 20th January, 1908.  
Admiral Li Chun has now completed his arrangements for the "effective" patrol of the West River, and the various reaches between Wuchow and Samshui have been divided into sections, with one gunboat and a number of guardboats to each section. It remains to be seen how the new regime will work. Local opinion is pessimistic.

## THE HONGKONG LAND REDEMPTION COMPANY, LTD.

ANNUAL REPORT.

The 11th report of the Board of Directors to the ordinary meeting of shareholders, to be held at the company's office, Victoria Building, on Tuesday, the 18th inst., at 11.15 a.m., on Tuesday, the 28th inst., reads:

Gentlemen,—The directors have now to submit to you a general statement of the affairs of the company, and balance sheet for the year ending 31st December, 1907.  
The net profit for the year, including \$349,841.05 brought forward from last account after paying all charges amount to \$118,339.99. It is now proposed to pay a dividend of 72 on the paid up capital after providing for which and writing off directors' and auditors' fees there remains a balance of \$387,419.99 to be carried to credit of a new profit and loss account.

## DIRECTORS.

Mr. D. M. Nissim having resigned, Mr. E. Shellin was invited to join the Board and this appointment now requires confirmation.

Messrs. E. Shellin and Ho Tsang now retire, but offer themselves for re-election.

## AUDITORS.

The accounts have been audited by Messrs. W. H. Potts and A. O'D. Gourdie, who now retire, and are recommended for re-election.

## HENRY KESWICK,

Chairman.

Hongkong, 14th January, 1908.

**BALANCE SHEET TO 31ST DECEMBER, 1907.**

**Liabilities.**  
December 31, 1907.  
Capital—250,000 shares at \$100 each—\$25,000,000, of which are issued 12,500 shares at \$100 each—\$1,250,000, \$75 per share paid up—\$937,500.  
Loans payable—300,000.00.  
Accounts payable—300.00.  
Balance of profit and loss a/c—\$58,135.99.  
Total—\$26,535,638.84.

**Assets.**  
December 31, 1907.  
Cash—\$1,531.17.  
Amount invested in mortgages—\$72,171.50.  
Amount invested in property—\$1,212,490.58.  
Furniture—568.33.  
Accounts receivable—103,811.20.  
Total—\$1,990,565.84.

**PROFIT AND LOSS ACCOUNT.**  
December 31st, 1907.

**Dr.**  
To Charges account—\$75,000.00.  
Repairs to property—344.00.  
Crown rent account—1,894.00.  
Government rates account—446.16.  
To Fire insurance account—487.75.  
Balance to be appropriated as follows:  
Directors' fees—\$1,000.00.  
Auditors' fees—10.00.  
Dividend of 72 for 1907—\$1,814,000.00.  
Balance brought forward—\$58,135.99.  
Total—\$3,658,828.57.

**By Balance brought forward—\$3,658,828.57.**

**Cr.**  
By Balance brought forward—\$3,658,828.57.

**By Balance brought forward—\$3,658,828.57.**

**By Balance brought forward—\$3,658,828.57.**

**By Balance brought forward—\$3,658,828.57.**

**By Balance brought forward—\$3,658,828.57.**

**By Balance brought forward—\$3,658,828.57.**

**By Balance brought forward—\$3,658,828.57.**

**By Balance brought forward—\$3,658,828.57.**

**By Balance brought forward—\$3,658,828.57.**

**By Balance brought forward—\$3,658,828.57.**

**By Balance brought forward—\$3,658,828.57.**

**By Balance brought forward—\$3,658,828.57.**

**By Balance brought forward—\$3,658,828.57.**

**By Balance brought forward—\$3,658,828.57.**

**By Balance brought forward—\$3,658,828.57.**

## MACAO'S BOUNDARIES.

## AGITATION BY HUNGSHAN GENTRY.

MILITARY DEMONSTRATION PROPOSED.

[From Our Own Correspondent.]

Canton, 21st January, 1908.

The agitation over the question of the alleged Portuguese interference with and encroachment on the Chinese territory at Wanchai, in the neighbourhood of Macao, is still being continued here and in the various parts of the province, owing to the action of the gentry of the district of Hungshan in endeavouring to devise means to have Wanchai converted into a trade centre. The gentry have sent out circulars to that effect. The circulars contain some resolutions to be brought up for discussion and adoption, which are as follows: (1) That a Self-Government Association be initiated in Hungshan to discuss the best possible measures to be taken to aid the officials in securing the restoration of Wanchai. (2) That the territory of Wanchai is to be reclaimed under Chinese official protection and that it be converted into a trade centre on the same principles as the new port of Kiang Yik Fou, in the district of Yungling. (3) That a regiment of three hundred troops be stationed in the various places in the territory for protection purposes. (4) That a Government gunboat be detached and stationed permanently in that vicinity for service. (5) That the Telegraph Administration be requested to install a direct telegraph line between the city of Canton and Chingshao and to open a station in Wanchai for the convenience of the commercial community there. (6) That the Government be requested to depose a high official as soon as possible to conduct negotiations with the Portuguese Government of Macao and have the boundary line of the Portuguese colony definitely marked out and to have the territorial rights of the river restored to the Chinese.

## UNREST AT NANNING.

Wuchow, 20th January.  
News to hand from Nanning give particulars of the present unrest in that district. It appears that the rebels are becoming bolder and with the increased recruits that they have been getting lately, and owing to their reinforced numbers, are becoming more turbulent. H.E. the Governor of Kwangsi has applied for military troops from the North, but his request, it is said, has been refused on the ground that "Nanning was too far away and would be bid for the health of the northern troops." A detachment of Wuchow troops is, however, being sent on to Nanning as soon as transport accommodation can be arranged. In view of the present low water this may take some considerable time.

## THE WEST POINT BUILDING COMPANY, LIMITED.

ANNUAL REPORT.

Following is the nineteenth report of the general agents to the ordinary meeting of shareholders, to be held at the company's office, Victoria Building, on Tuesday, the 18th inst., at 11.15 a.m., on Tuesday, the 28th inst., reads:  
Gentlemen,—The general agents now submit to you a statement of the affairs of the company, and balance sheet for the year ending 31st December, 1907.  
The net profit for the year, including the amount brought forward from the previous year, amounted to \$53,341.31. From this amount an interim dividend of \$2.00 per share has already been paid, and after writing off directors' and auditors' fees, it is now proposed to pay a final dividend of \$2.10 per share, making a total dividend for the twelve months of \$4.10 per share, and to carry forward the balance of \$1,541.31 to credit of a new profit and loss account.

## DIRECTORS.

Mr. W. J. Gresson, having retired, Mr. H. Kewick has been appointed in his stead, and this appointment now requires confirmation.

Messrs. Paul Chater and Mr. A. G. Wood retire by rotation, but offer themselves for re-election.

## AUDIT.

The accounts have been audited by Mr. C. W. May, who offers himself for re-election.

## A. SHELTON HOOPER,

Secretary to the Hongkong Land Investment and Agency Co., Ltd.,

General Agents for the West Point Building Co., Ltd.

Hongkong, 14th January, 1908.

**BALANCE SHEET TO 31ST DECEMBER, 1907.**

**Liabilities.**  
Dec. 31st, 1907.  
Capital—\$625,000.00.  
Accounts payable—905.14.  
Balance of profit and loss account—\$53,341.31.  
Less interim dividend paid—\$25,000.00.  
Total—\$653,446.45.

**Assets.**  
Dec. 31st, 1907.  
Cost of property—\$614,801.87.  
Cash—19,444.64.  
Total—\$634,246.51.

**PROFIT AND LOSS ACCOUNT.**  
Dec. 31st, 1907.

**Dr.**  
To Fire Insurance—\$5,122.75.  
Charges—242.90.  
Crown rent—8,827.00.  
Repairs to buildings—1,632.31.  
Commission to agents—2,737.47.  
Interim dividend of \$2.00 for 1907—\$10,625.00.  
Balance to be appropriated as follows:  
Directors' fees—\$500.00.  
Auditors' fees—50.00.  
Dividend of \$1.10 per share—\$69,500.00.  
Balance to be carried to new a/c—\$1,541.31.  
Total—\$91,638.43.

**By Balance brought forward—\$91,638.43.**

**By Balance brought forward—\$91,638.43.**

**By Balance brought forward—\$91,638.43.**

**By Balance brought forward—\$91,638.43.**

**By Balance brought forward—\$91,638.43.**

**By Balance brought forward—\$91,638.43.**

**By Balance brought forward—\$91,638.43.**

**By Balance brought forward—\$91,638.43.**

**By Balance brought forward—\$91,638.43.**

**By Balance brought forward—\$91,638.43.**

**By Balance brought forward—\$91,638.43.**

**By Balance brought forward—\$91,638.43.**

**By Balance brought forward—\$91,638.43.**

**By Balance brought forward—\$91,638.43.**

**By Balance brought forward—\$91,638.43.**

**By Balance brought forward—\$91,638.43.**

## QUEEN'S COLLEGE.

ANNUAL PRIZE DISTRIBUTION.

The spacious hall of Queen's College—that premier seat of learning in the Colony—was crowded to-day on the occasion of the presentation of prizes to the successful scholars by his Excellency Sir Frederick Lugard, who was accompanied by her Ladyship and Mr. A. J. Brackenbury, private secretary. Among those present were—Comptroller and Mrs. Stokes, Hon. Mr. E. A. Hewitt, Mr. Ho Kim Tong, Mr. Chos Leep Chee, Mr. D. C. Wolfe, Inspector of Schools, Bishop Lander, Archdeacon Bannister, Mr. A. G. Romão, Consul-General for Portugal, and Mr. J. J. Leiria, Vice-consul, Rev. and Mrs. Pearce, Rev. Mr. F. T. Johnson, Rev. Mr. C. H. Hickling, Mr. C. Piercy, Mr. and Mrs. Frank Brown, Brother Sylvester, Mrs. and Miss Shelton Hooper, Mrs. Bannister, Mr. G. P. Lammie, Mr. and Mrs. Young, Miss Harker, Miss Chatham, Mr. and Mrs. Mooney, Mr. F. K. Dealy, Mr. E. Ralphs, Mr. A. W. Grant, Mr. Bertram Tanner, Mr. H. L. Garrett, Mr. A. P. Crook and others.

## ANNUAL REPORT.

Dr. Bateson Wright read his report as follows:—During the year 1907, 641 boys applied for admission, of whom 590 were accepted. On the other hand 347 boys left the college of the year. The total attendance for the year was 1,401. In the former half of the year, the total attendances were reduced owing to two causes, viz., the premature attempt to abolish Class VII, and the depletion of the Upper School in 1906 on account of the abnormal number of boys obtaining situations in that year. The result is a reduction in the daily average attendance from 1,005 to 991. In the latter half of the year, the numbers recovered their usual figures, and we have this month an exceptionally high attendance, 1,049, 16, 64 more than in January, 1907. There were 228 school-days, three being lost on the occasion of the commercial processions, when most schools in the Colony were closed as Chinese masters and boys had relatives from the mainland whom they wished to entertain. The total gross expenditure was \$360,195, or \$4,855 more than in 1906, the increase being due to the 21 years' expenditure of the College, and the cost of each boy to the public was \$308. The statistics in this paragraph merely show a reversion to the conditions of 1905.

The following changes on the staff took place during the year:—

2 April, Mr. Lai Pui-yun appointed art and pupil teacher.  
30 April, Mr. Tsang Kun-wa, clerk, resigned.  
1 May, Mr. Wong Wai-shu appointed clerk.



the annual examination for prizes and promotions, held by me under standing orders from the Governing Body, are as follows:—

Upper School .. 93 boys examined 97 or 94% passed	577	573
Lower School .. 144 .. .. .	144	144
Preparatory .. 22 .. .. .	22	22
Total .. .. .	119	119

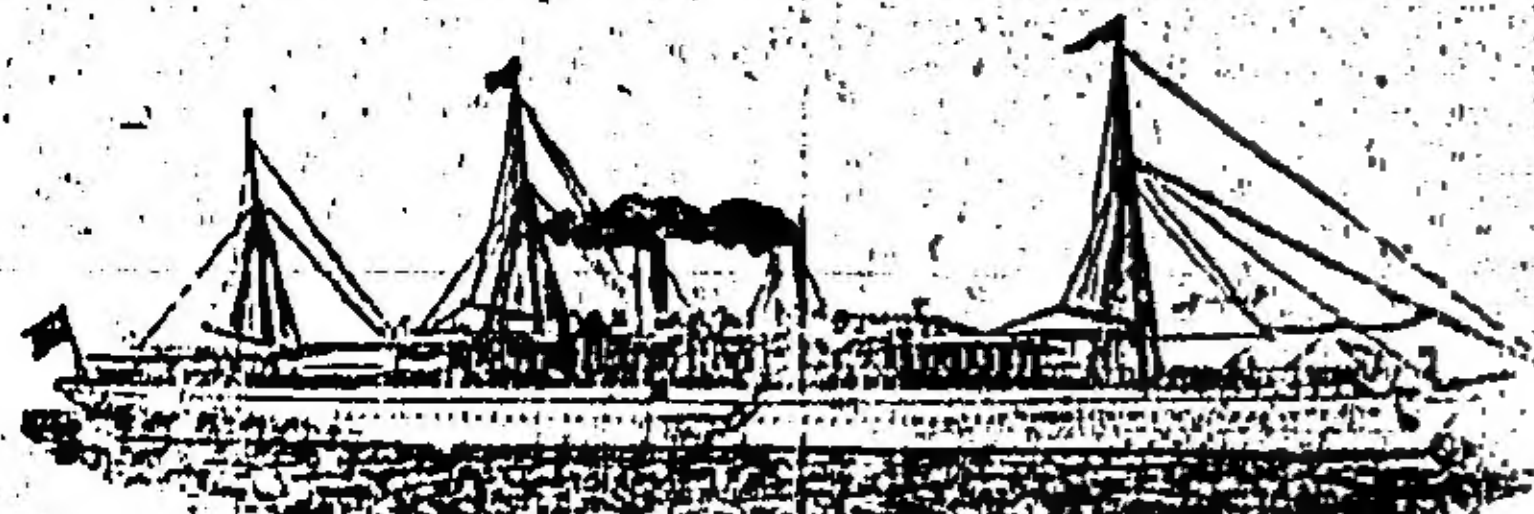
The two previous annual percentages of passes are 81 in 1906, and 88 in 1905. Table I shows the percentage of passes in each subject. I have not the slightest hesitation in assessing the work of 1907 as excellent. I have invariably found the results of the Oxford Local Examinations to provide a safe criterion of the work to be expected in the Upper School and this year is no exception. It will always happen, in Oxford and all other examinations, that some particular questions may appear easier in one year than another. It is also worthy of notice that such apparently easy questions frequently act as pitfalls to the unwary. It may, however, safely be promised, and I fear no contradiction from my masters and boys, that the questions set by me in 1907 were as searching, and as severe tests of intelligence as in previous years. The head boys of most classes achieved the same aggregate as last year but the following particular instances deserve notice: IIA 1,270 instead of 1,244; IIA 1,114 instead of 947; IIB 1,017 instead of 700; IIB 1,207 instead of 858; VA 918 instead of 843; VB 938 instead of 844. I desire to invite particular attention of the Upper School in 1907 referred to above. (par. 3). It was necessary for me in September to form a fourth section of Class IIA. Mr. Tanner, on his return from England, took charge of this section, IIB, which was composed of the boys in the various sections of Class IIA, that obtained highest aggregates at my half-yearly examination in July. Not a single boy failed and the general tone of the work was excellent. The promotion of boys from Class IV to III entailed promotions in all classes below. Reference in the figures in the preceding paragraph will show that while no class came out worse than last year, three, IIB, VA, and VB, attained a much higher figure. Class IIB that for many years has borne the unenviable reputation of being composed of dull, slow boys was observed by the class-masters and myself throughout the year to possess better material than usual, and to be working in a satisfactory manner. The opinion thus formed was amply justified the final result of the examination when 84 per cent. passed instead of 55. Non-Chinese boys throughout the College have acquitted themselves above the average: the head-boy of VA is a Japanese and of VB a Filipino. I have addressed the classes on the weak points observable in their papers throughout the examination and therefore do not propose to dwell on matters which, in view of the general excellence of the results, appear comparatively trifling. For the first time in my experience the graphs in Classes I, II and III were excellently well done, and logarithms successfully employed by boys in Class IIA. Mathematics generally and arithmetic in particular showed great improvement. The important subjects of English, grammar, reading, composition, dictation, composition and history, and the allied subjects of translations were of a high order of merit. The map drawn from memory in Class III, IV, V, and VI were astonishing figures. A few boys in IIA drew the south-east counties of England well, but the map of Ireland proved too much for I.A.B. Hygiene was well taught to 736 boys, Mr. Sullivan being especially successful in teaching this subject to the boys of so low a standard as Class V.

With regard to special subjects, I find that the papers on physiology and natural science taught by Mr. Crook to non-Chinese boys of the Upper School in lieu of translations, were better done than for many years past, notably so in the case of physiology. Trigonometry, taught by myself to a class that had dwindled down to 14 boys at time of examination, also had made progress, the seniors doing very well and the juniors creditably. The Morrison scholar, Mok Kai-fuk, floated every question on the senior paper losing few marks on matters of method. Model and freehand drawing taken by the second master, Mr. Dealy, to a larger class than usual gave evidence of talent and application. When I arrived in the Colony, 22nd of January, 1882, I immediately proceeded to hold the annual examination of the Central School, 367 boys, 1,875 papers. This year I have examined 1,044 boys and personally corrected 8,888 papers. The fact that I mark all the papers myself is not in any sense whatever a reflection on my staff, whose ability to hold examinations currently is simply attested twice a year at the mid-term examinations. I am actuated by the very simple and to me excellent reason, the maintenance of one standard in appraising the excellence and intelligence of the students throughout this large College. It is not because I am a foolish claim to omniscience or to infallibility, but because I believe the gain to the whole College incalculable, and the loss to the individual (in the event of a slip) infinitesimal. A very good illustration of the wide divergence of views in assessing the same paper is afforded by the table of marks awarded by six masters (including myself) on the subject of composition in the first class. We none of us know the writer of a paper, there is only but an index number provided for the occasion. The five P.T.s and all the boys in both sections of the class are thrown into hopeless disorder, a key being kept by headmaster. The marks awarded to one paper were 13, 70, 90, 93, 50, 63 and to another 70, 85, 90, 93, 64, 63. The following table may be of interest, showing how the number of papers under review is arrived at:—

Class I	100	100
Class II	100	100
Class III	100	100
Class IV	100	100
Class V	100	100
Class VI	100	100
Class VII	100	100
Class VIII	100	100
Class IX	100	100
Class X	100	100
Class XI	100	100
Class XII	100	100
Class XIII	100	100
Class XIV	100	100
Class XV	100	100
Class XVI	100	100
Class XVII	100	100
Class XVIII	100	100
Class XIX	100	100
Class XX	100	100
Class XXI	100	100
Class XXII	100	100
Class XXIII	100	100
Class XXIV	100	100
Class XXV	100	100
Class XXVI	100	100
Class XXVII	100	100
Class XXVIII	100	100
Class XXIX	100	100
Class XXX	100	100
Class XXXI	100	100
Class XXXII	100	100
Class XXXIII	100	100
Class XXXIV	100	100
Class XXXV	100	100
Class XXXVI	100	100
Class XXXVII	100	100
Class XXXVIII	100	100
Class XXXIX	100	100
Class XL	100	100
Class XLI	100	100
Class XLII	100	100
Class XLIII	100	100
Class XLIV	100	100
Class XLV	100	100
Class XLVI	100	100
Class XLVII	100	100
Class XLVIII	100	100
Class XLIX	100	100
Class L	100	100
Class LI	100	100
Class LII	100	100
Class LIII	100	100
Class LIV	100	100
Class LV	100	100
Class LVI	100	100
Class LVII	100	100
Class LVIII	100	100
Class LVIX	100	100
Class LX	100	100
Class LXI	100	100
Class LXII	100	100
Class LXIII	100	100
Class LXIV	100	100
Class LXV	100	100
Class LXVI	100	100
Class LXVII	100	100
Class LXVIII	100	100
Class LXIX	100	100
Class LXX	100	100
Class LXXI	100	100
Class LXXII	100	100
Class LXXIII	100	100
Class LXXIV	100	100
Class LXXV	100	100
Class LXXVI	100	100
Class LXXVII	100	100
Class LXXVIII	100	100
Class LXXIX	100	100
Class LXXX	100	100
Class LXXXI	100	100
Class LXXXII	100	100
Class LXXXIII	100	100
Class LXXXIV	100	100
Class LXXXV	100	100
Class LXXXVI	100	100
Class LXXXVII	100	100
Class LXXXVIII	100	100
Class LXXXIX	100	100
Class LXXXX	100	100
Class LXXXXI	100	100
Class LXXXXII	100	100
Class LXXXXIII	100	100
Class LXXXXIV	100	100
Class LXXXXV	100	100
Class LXXXXVI	100	100
Class LXXXXVII	100	100
Class LXXXXVIII	100	100
Class LXXXXIX	100	100
Class LXXXXX	100	100
Class LXXXXXI	100	100
Class LXXXXXII	100	100
Class LXXXXXIII	100	100
Class LXXXXXIV	100	100
Class LXXXXXV	100	100
Class LXXXXXVI	100	100
Class LXXXXXVII	100	100
Class LXXXXXVIII	100	100
Class LXXXXXIX	100	100
Class LXXXXXX	100	100
Class LXXXXXXI	100	100
Class LXXXXXXII	100	100
Class LXXXXXXIII	100	100
Class LXXXXXXIV	100	100
Class LXXXXXXV	100	100
Class LXXXXXXVI	100	100
Class LXXXXXXVII	100	100
Class LXXXXXXVIII	100	100
Class LXXXXXXIX	100	100
Class LXXXXXXX	100	100
Class LXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	100
Class LXXXXXXXV	100	100
Class LXXXXXXXVI	100	100
Class LXXXXXXXVII	100	100
Class LXXXXXXXVIII	100	100
Class LXXXXXXXIX	100	100
Class LXXXXXXXX	100	100
Class LXXXXXXXXI	100	100
Class LXXXXXXXII	100	100
Class LXXXXXXXIII	100	100
Class LXXXXXXXIV	100	



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

## PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"MONTAGUE"	6,163	WEDNESDAY, Jan. 29th	Feb. 22nd
"EMPRESS OF JAPAN"	6,000	THURSDAY, Feb. 13th	Mar. 2nd
"EMPRESS OF CHINA"	6,000	THURSDAY, Mar. 12th	Mar. 31st
"EMPRESS OF INDIA"	6,000	THURSDAY, April 9th	April 27th
"MONTAGUE"	6,163	WEDNESDAY, April 23rd	May 16th
"EMPRESS OF JAPAN"	6,000	THURSDAY, May 7th	May 25th

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 201 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10. Hongkong to London, Intermediate on

Steamers, and 1st Class on Railways, via St. Lawrence River Lines or New York £42. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTAGUE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and around the world.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 16th January, 1908. D. W. OKADOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW	"WONG SANG"	THURSDAY, 23rd Jan., Noon.
SINGAPORE AND SOERABAYA	"ONG SANG"	THURSDAY, 23rd Jan., 3 P.M.
MANILA	"YU SANG"	FRIDAY, 24th Jan., 4 P.M.
SHANGHAI	"CHOY SANG"	SATURDAY, 25th Jan., Noon.
TSINGTAU AND CHEFOO	"CHONG SHING"	SATURDAY, 25th Jan., 4 P.M.
SINGAPORE, PENANG AND CALCUTTA	"FOO SANG"	TUESDAY, 28th Jan., 3 P.M.
MANILA	"LOO SANG"	FRIDAY, 31st Jan., 4 P.M.

## FOR THE MANILA CARNIVAL.

A Special reduced fare of 50 for Return Passages will be issued for our Sailings to Manila of the 24th and 31st instant, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

The steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to all Yangtze Ports, Chefoo and Tientsin via Ching-Wan-Tau.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

Hongkong, 21st January, 1908.

## CHINA NAVIGATION CO., LIMITED.

For STEAMERS TO SAIL.

CEBU & ILOILO "KAIFONG" 23rd Jan., 4 P.M.

SHANGHAI "KIUKANG" 23rd " "

MANILA "TEAN" 28th " "

MANILA, ZAMBOANGA & COLONIES "CHINGTU" 1st Feb. " "

SHANGHAI "SHAOHSING" 1st " "

CEBU & ILOILO "SUNGKIANG" 1st " "

MANILA "TAMING" 4th " "

SHANGHAI "YOHOW" 6th " "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 22nd January, 1908.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers

between Hongkong and Manila.—Saloon staterooms—Electric

Light—Perfect Cuisine—Surgeon and Stewardess carried.

—All the most up-to-date arrangements for comfort of

Passengers.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For. Sailing Dates.

ZAFIRO 2540 Fraser MANILA SATURDAY, 25th Jan., 1908.

KUMI 2540 Almond " SATURDAY, 1st Feb., 1908.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 20th January, 1908.

## CHINA &amp; MANILA STEAMSHIP CO., LIMITED.

MANILA CARNIVAL.

A CARNIVAL will be held in MANILA under Government auspices commencing on the 27th FEBRUARY, 1908. As an inducement to Hongkong residents to patronise this important event, besides enjoying a holiday of reasonable length, we have decided to dispatch our steamer "ZAFIRO" for a special Carnival trip, leaving Hongkong at 4 P.M. on the afternoon of SATURDAY, the 22nd FEBRUARY. The "ZAFIRO" will reach Manila on Tuesday morning, and in order that the full round of festivities may be enjoyed we shall not dispatch the steamer from Manila until 2 A.M. on the morning of Tuesday, the 3rd March. She will reach Hongkong again at daylight on Thursday, the 5th March.

We have arranged a special fare for this round trip of 50 and Passengers, should they so desire, may make arrangements to remain on board during steamer's stay in Manila.

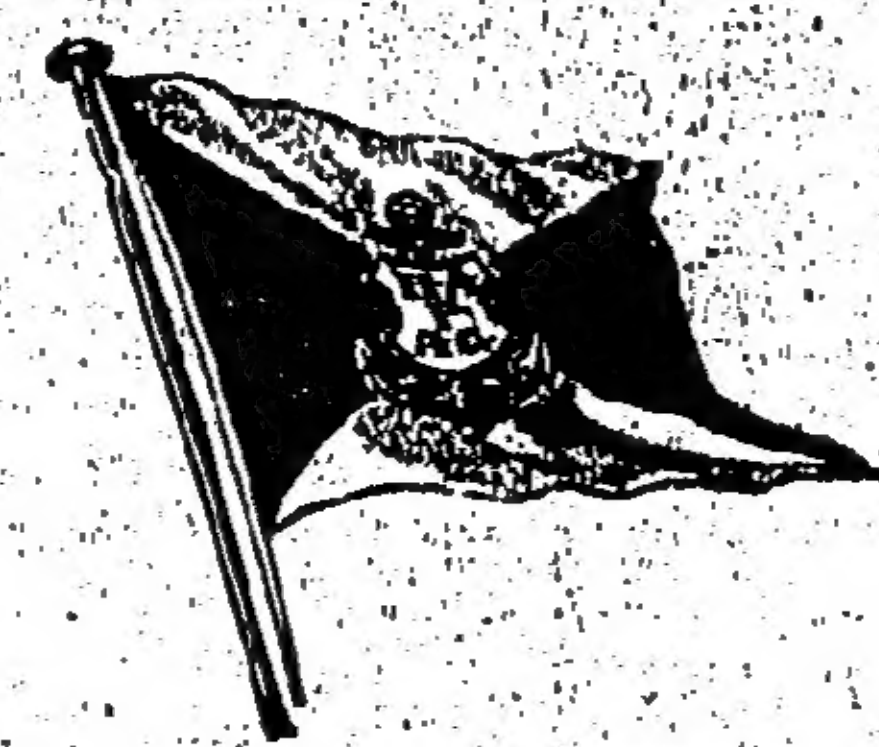
For further particulars, apply to the Undersecretary.

SHEWAN TOMES & CO., General Managers.

Hongkong, 22nd January, 1908.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINE.



167 Ocean Steamers

with

916,000

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA, HAMBURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY

LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HAMBURG 29th Jan., 1908

RHENANIA 26th Feb., 1908

HOHENSTAUFEN 23rd March, 1908

Hongkong, 17th January, 1908



## HONGKONG-NEW YORK-BOSTON.

## AMERICAN ASIATIC STEAMSHIP CO.

100 NEW YORK via PORTS and SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship To sail

For Freight and further information, apply to

Hongkong, 22nd January, 1908.

SHEWAN TOMES & CO., AGENTS.

For SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above, on SATURDAY, the 25th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th January, 1908.

"SHIRE" LINE OF STEAMERS.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"FLINTSHIRE"

will be despatched for the above Ports, on the 20th February, 1908.

For Freight, etc., apply to

SHEWAN TOMES & Co., Agents.

Hongkong, 22nd January, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$5 (Meal).

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., AND SHIU ON S.S. CO., LD., No. 3, Queen's Road West.

Hongkong, 20th Jan., 1908.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PARASOL or old KIMONOES to be made into Parasols for the Children of the Poor School, and for the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

Orders may be sent to the Superior, or to the Sisters, or to the Children of the Poor School.

## HONGKONG-AVERAGE MARKET PRICES.

Corrected 20th January, 1908, per 5 lbs.

## BUTCHER MEAT.

Beef—Prime cut—Mei Lung Pa B 20

" Corned—Ham Ngau Yuk 20

" Roast—Shiu 20

" Breast—Ngau Lam 20

" Soup, Tong Yuk 20

" Steak—Ngau Yuk Pa 20

" Sirloin—Ngau Lau 20

" Sausages—Ngau Yuk Chang 20

" Bullock's Brains—Know 20

" Tongue fresh—Ngau Li 20

" Corned—Ham Ngau Li 20

" Head—Ngau Tau 20

" Heart—Ngau Sum 20

" Hump, Salt—Ngau Kin 20

" Feet—Ngau Keok 20

" Kidneys—Ngau Yiu 20

" Tail—Ngau Mei 20

" Liver—Ngau Con 20

" Tripe (undressed)—Ngau To 20

" Calves' Head and Feet—Ngau-chai-tau-koek 20

" Mutton Chop—Yeung Fai Kwai 20

" Leg—Yeung Fai 20

" Shoulder—Yeung Shau 20

" Pig's Chittlings—Chi cheong 20

" Brains—Chi Know 20

" Feet—Chi Keok 20

" Fry—Chi Chak 20

" Head—Chi Tau 20

" Heart—Chi Sum 20

" Kidneys—Chi Yiu 20

" Liver—Chi Koo 20

" Pork Chop—Chi Fai Kwai 20

" Corned—Ham Chau Yuk 20

" Leg—Chu Pei 20

" Fat or Lard—Chu Yan 20

" Sheep's Head and Feet—Yeung Tau 20

" Keok 20

" Heart—Yeung Sum 20

" Kidneys—Yeung Yiu 20

" Liver—Yeung Con 20

" Sucking Pigs, To Order—Chu Chai 20

" Suet Beef—Sang Ngau Yau 20

" Mutton—Sang Yeung Yau 20

" Veal—Ngau Chai Yuk 20

" Sausages—Ngau Chai Yuk Tong 20

## POULTRY.

Chicken—Kai Chai 20

" Capons, Large, Small—Sin Kai 20

" Ducks—Ap 20

" Doves—Pan Kai 20

" Eggs, Hen—Kai Tan 20

" Fowls, Canton—Kai 20

" Hainan—Hoi Nam Kai 20

" Geese—Ngo 20

" Geese, Wild Shanghai—Sheung Hoi Ye 20

" Ngo 20

" Musk Deer—Wong Keng 20

" Hare—To Chai 20

" Partridge—Che Khoo 20

" Pheasant—Shan Kai 20

" Pigeons, Canton—Pak Kup 20

" Hoihow—Hoihow Pak Kup 20

" Quail—Um Chiu 20

" Rice Birds—Wa Fa Cheuk 20

" Snipe—Sa Chui 20

" Turkeys, Cock—Fo Kai Kung 20

" Hen—Na 20

" Wild Ducks, Shanghai, Sui Ap 20

" Teal, Shanghai, Sui Ap Chai 20

" Wild Ducks, Canton—Sang Shing Sui 20

" Ap 20

## FISH.

Barbel—Ka Yu 20

</







## SHARE QUOTATIONS

Supplied by Messrs. E. S. KADONAH &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROPRIATE DIVIDEND LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,707.67	\$1.15 for 1 year ending 30.6.07 @ 4 1/2	51 1/2	\$710
Do. (new)	40,000	\$125	\$125	\$500,000		2 1/2 3/16 3/16 3/16		\$715
National Bank of China, Limited	99,975	£7	£8	\$1,735	\$71.3 3	\$2 London 3/16 1/2 1903		\$715
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000	none	\$20 10/10 1/4 6	8 1/2	\$241
North China Insurance Company, Limited	10,000	£15	£3	\$1,000,000	Tls. 204 4 4	Final of 7/6 per share making in all 15 1/2 for 1906=Tls. 2.05	6 1/2	Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$3,000,000	1,460 4 0	Final of 1/2 making \$2 for 1905 and interim of 1/2 1906	5 1/2	1827 1/2 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$800,000	1,394.320	1 1/2 year ending 31.12. 5		\$150
Do. (new)	4,000	\$100	\$60	\$400,000				\$135 sales
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$2,000,000	1,602.980	1/2 and bonus \$2 for 1905	8 1/2	\$95
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$800,000	1,435.330	\$40 1/2 1905	12 1/2	\$335
<b>SHIPPING.</b>								
China and Malacca Steamship Company, Limited	10,000	\$25	\$25	\$250,000	135	1 1/2 1906	6 1/2	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$2,000,000	Nil.	2 1/2 or year ending 10.1.07	10 1/2	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$150,000	127.101	\$1 for 1st half year ending 30.6.07	6 1/2	\$29
Indo-China Steam Navigation Co., Ltd. (Preferred)	10,000	£5	£5	\$500,000	£3 6/4	5/- for 1906 @ ex 2 1/2 = \$1.12 per share	5 1/2	\$330
Do. (Deferred)	6,000			\$600,000				\$327
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	10,13.327	Interim of Tls. 1 1/2 for account 1907	12 1/2	Tls. 47 1/2 sellers
Do. (Preference)	100,000	£1	£1	\$1,000,000	122.370	Interim of 1/- (Coupon No. 8 for a/c 1907)	4 1/2	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$1,000,000	137	\$1.00 for year ending 10.1.1907	4 1/2	\$24 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000		\$0.50 for year ending 10.1.1907	4 1/2	\$12 buyers
Taku Tug and Lighter Company, Limited	1,000	Tls. 50	Tls. 10	Tls. 41,479	18.730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2	Tls. 47 sellers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	1,000	\$100	\$100	\$100,000	19.218	1/2 for year ending 31.12.06	7 1/2	\$109
Luxon Sugar Refining Company, Limited	1,000	\$100	\$100	\$100,000	18.935	1 1/2 1907		\$12 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000		Tls. 4 (8 1/2) for year ending 31.8.06	5 1/2	Tls. 80
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$1,000,000	£11.550	Final of 1/6 (No. 9) for 1907	7 1/2	Tls. 15 buyers
Raub Australian Gold Mining Company, Limited	10,000	£1	£1	\$1,000,000	11.358	No. 12 at 1/- = 48 cents		\$81
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	10.335	\$1.75 for year ending 31.12.06	12 1/2	\$15
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	\$500,000	3.047	Interim of \$2 for six months ending June 30th 1907	6 1/2	\$55 old
Do. (new)	20,000	\$50	\$50	\$1,000,000				\$53 new
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000	149.580	\$4 for 1st half year ending June 30th, 1907	8 1/2	\$96 buyers
Shanghai Dock and Engineering Co., Ltd.	5,700	Tls. 100	Tls. 100	Tls. 1,000,000	16,10.459	Interim of Tls. 2 1/2 for six months ending 31st October 1907	4 1/2	Tls. 73 1/2 ex div.
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 1,600,000	16,33.117	Interim of Tls. 8 for account 1907	8 1/2	Tls. 115 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 1 1/2 months ending 28.2.07	6 1/2	Tls. 105
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000	\$10.908	\$2 1/2 for year ending 30.6.07	12 1/2	\$20 buyers
Central Stores, Limited	50,123	\$15	\$15	\$751,845	9.178	\$1.50 for 1906	13 1/2	\$14 buyers
Hongkong Hotel Company, Limited	2,000	\$50	\$50	\$100,000	\$10.925	\$4 for 1st half year ending 30.6.07	7 1/2	\$104 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000	\$16.278	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2	\$100 buyers
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$100,000	\$11.567	80 cents for 1906	7 1/2	\$10 1/2 buyers
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	\$50,000	\$11.089	\$2 1/2 for 1906	7 1/2	\$55 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 30	Tls. 30	Tls. 2,340,000	Tls. 61.978	Interim of Tls. 3 for account 1907	7 1/2	Tls. 105 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1.519	Interim of \$2 for half year ending June 30th	8 1/2	\$50 sales
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 8.807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2	Tls. 59
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	\$150,000	\$14.269	50 cents for year ending 31.7.07	5 1/2	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 85.519	Tls. 6 for year ended 30.9.06 (8 1/2)		Tls. 52 buyers
Loan-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 31.469	Tls. 8 for 1906		Tls. 65 buyers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 500,000	Tls. 30.663	Tls. 50 for 1906		Tls. 270
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	£12 1/2	£12 1/2	\$1,299	£638	1 1/3 per share for 1906	9 1/2	\$71
Campbell, Moore & Co., Limited	1,000	\$10	\$10	\$10,000	\$653	\$5 for 1905		\$10 buyers
China-Borneo Company, Limited	10,000	\$12	\$12	\$120,000	Nil.	\$1 for 1904		\$10 1/2
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905		Tls. 58 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	\$25,000	60 cents for year ended 28.2.06		16
Do. special shares	50,000	\$1	\$1	\$50,000	\$855	80 cents for 1906	8 1/2	\$9 1/2
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000	\$5,000	\$1.30 for year ending 31.7.07	7 1/2	\$17
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$1,875,000	\$2,074	Interim of 50 cents per share for a/c 1907	8 1/2	\$11 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$10,804	\$2 1/2 for year ending 28.2.07	11 1/2	\$22 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000	\$15,002	1 1/2 per share for year ending 28.2.07	6 1/2	\$15
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$4,361	Interim of \$2 for 1 year ending June 30th 07	8 1/2	\$240
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,312	Final of Tls. 7 1/2 and bonus of Tls. 2 1/2 making in all Tls. 10 1/2 for 1907	9 1/2	Tls. 95 1/2 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	\$2,655	\$100 sh. or period from 19th Oct. to 30th Apr. 07	8 1/2	\$2
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	Tls. 10,374	None		\$6 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	Dr. P. 34,324	Interim of Tls. 3 1/2 for account 1907	7 1/2	Tls. 108 buyers
Peak Tramways Company (new)	25,000	\$10	\$10	\$250,000	Tls. 9,751	Tls. 4 for 1905		Tls. 45 buyers
Philippine Company, Limited	67,500	\$10	\$10	\$675,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906		Tls. 62 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	8 1/2	Tls. 126 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000	Tls. 85,592	Interim of 15/- for account 1907 (old)		Tls. 350 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Dr. 441,934	Interim of 1 1/3 for account 1907 (new)		220 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	\$478	40 cents for year ending 31.5.07	6 1/2	Tls. 97
Shanghai Waterworks Company, Limited	16,350	£20	£20	\$327,000	Tls. 301	Tls. 6 1/2 for year ending 31.4.07		\$11
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	none	First year		
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	none	80 cents on 9,900 ord. shares and 149,800 on 100 Founders shares for yr. end 31.5.07	8 1/2	\$10
Tientsin Waterworks Company, Limited	3,000	Tls. 100	Tls. 100	Tls. 300,000	Tls. 4,000	Interim of 30 cents for account 1907	6 1/2	\$10 1/2 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$1,360	Final of 30 cts. making 80 cts. for the year ended 30th June 1906		\$5 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$5,422			
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	741			
William Powell, Limited	15,000	\$10	\$10	\$150,000				

\* These shares are entitled to half of the profits.

## Mails.

MESSAGERIES MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, CALCUTTA,  
BOMBAY, DIBOUTI, EGYPT,  
MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.

## The S.S. "YARBA,"

Captain Seller, will be despatched for  
MARSEILLES on TUESDAY, the 4th  
February, 1908, at 1 P.M.

This steamer connects at Colombo with the  
Australian line via Australia bound for Mar-  
seilles via Bombay and Aden.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—  
S.S. OCEANIAN ..... 15th Feb.  
S.S. ERNEST SIMONS ..... 3rd Mar.  
S.S. TONBIN ..... 17th Mar.

J. MILLET,  
Agent.  
Hongkong, 22nd January, 1908. (14)

## THE AMERICAN AND ORIENTAL LINE.

FOR BALTIMORE AND NEW YORK  
(With liberty to call at Malabar Coast).

THE Steamship  
"JESERIC,"  
Captain Thompson, will leave for the above  
ports on or about SATURDAY, 25th January,  
1908.

For Freight, apply to  
ARNOLD, KARBURG & Co.,  
Agents.  
Hongkong, 21st December, 1907. (111)

## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859

## FURNITURE.

GENERAL HOUSEHOLD

REQUISITES.

&amp;c. &amp;c. &amp;c.

Telephone 250.

## DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.



# DEWAR'S WHISKY

Sole Agents. BUMANN &amp; BERBLINGER.

15, 16 &amp; 17, Queen's Road Central.